

ER-4: Reduce Vertical Separation

Key Tasks and Risks

- Rulemaking. FAA publication of an NPRM in late April 2002 and a Final Rule in June 2003.
- Cost/Benefit and Implementation Schedule. General user acceptance of an implementation plan and schedule that enables the significant majority of aircraft to be engineered to RVSM compliance. (ATP, AFS).
- Accommodation of Un-Approved Aircraft. Acceptance of policies for accommodation of non-RVSM approved DoD and air ambulance aircraft (ATP, AFS).
- Wake Turbulence/Mountain Wave Effects. Development of procedures to mitigate the effect of wake turbulence and mountain wave effect (ATP, AFS).
- Flight Standards Field Resources. Development of plans for Flight Standards field office approval of large numbers of aircraft and operators (AFS).
- Aircraft Certification Office Resources. Development of plans for Aircraft Certification Office resources to approve individual unique (non-group) airframes for RVSM (AIR, AFS).
- Single Altimeter Equipage. FAA exploring option for turbo-propeller aircraft operated under part 91 and equipped with a single RVSM compliant altimeter to conduct RVSM operations in domestic US airspace and, where authorized, in foreign airspace.
Note: FAA has established policy to allow DoD aircraft equipped with a single RVSM compliant altimeter to conduct domestic US RVSM operations.
- Coordination with Canada/Mexico. Coordination of implementation plan with Canada and Mexico (ATP, AFS, ACT).
- Safety Analysis. Acceptability of safety analysis to support the DRVSM implementation decision (ATP, AFS, ACT).
- Operator Fleet Readiness. Operators must complete required aircraft and operator approval actions in the period leading up to implementation (AFS, AIR).
- TCAS Version 7.0. Aircraft equipped with TCAS II and used in RVSM operations will be required to equip with TCAS II, Version 7.0 (or a later version) in accordance with the part 91 Appendix G. (TCAS equipage is **not** required for RVSM operations. TCAS equipage requirements are published in regulations not related to RVSM).
- NAS Modification. Modify NAS capabilities such as conflict alert to make them effective at FL's above 290 where 1,000 ft vertical separation is applied. (ATP).
- Pre and Post Implementation Monitoring. Pre- and post implementation monitoring program to assess key factors related to operational safety: data base of approved operators/aircraft; system to monitor aircraft altitude-keeping performance (AFS, ACT).
- Airspace Re-Design. Coordinate DRVSM program with High Altitude Airspace Re-design Program (ATP, ATA).

